

E. Cul-de-sacs

Cul-de-sacs, unless exception is granted by the local planning board, shall not be more than five hundred (500) feet in length. The distance from the edge of pavement on the vehicular turnaround to the right-of-way line should not be less than the distance from the edge of pavement to right-of-way line on the street approaching the turn-around. Cul-de-sacs should not be used to avoid connection with an existing street or to avoid the extension of an important street.

F. Alleys

1. Alleys shall be required to serve lots used for commercial and industrial purposes except that this requirement may be waived where other definite and assured provision is made for service access.

Alleys shall not be provided in residential subdivisions unless necessitated by unusual circumstances.

2. The width of an alley shall be at least twenty (20) feet.
3. Dead-end alleys shall be avoided where possible, but if unavoidable, shall be provided with adequate turn-around facilities at the dead-end as may be approved by the Planning Board.
4. Sharp changes in alignment and grade shall be avoided.

G. Permits For Connection To State Roads

An approved permit is required for connection to any existing state system road. This permit is required prior to any construction on the street or road. The application is available at the office of the nearest District Engineer of the Division of Highways.

H. Offsets To Utility Poles

Poles for overhead utilities should be located clear of roadway shoulders, preferably a minimum of at least 30 feet from the edge of pavement. On streets with curb and gutter, utility poles shall be set back a minimum distance of 6 feet from the face of curb.